

## Summary

\*\*Transport Policy and Planning\*\* ====== ### Objectives of Transport Policy 1. \*\*Ensuring Equitable Access\*\*: Providing equal access to transport services for all individuals, including those with physical disabilities. 2. \*\*Minimizing Environmental Impact\*\*: Reducing the negative effects of transport activities on the environment, such as noise pollution, air pollution, and land degradation. 3. \*\*Supporting National Development Goals\*\*: Aligning transport policy with national development objectives, such as economic growth and social progress. ### Characteristics of Transport Policies 1. \*\*Long-term in Nature\*\*: Transport policies are designed to be effective for a minimum of 50 years. 2. \*\*Influenced by Political, Economic, and Social Factors\*\*: Transport policies are shaped by political, economic, and social factors, including government priorities, budget constraints, and public needs. 3. \*\*Dynamic and Subject to Periodic Review\*\*: Transport policies are regularly reviewed and updated to reflect changing circumstances and priorities. ### Types of Transport Policies 1. \*\*Specific\*\*: Focused on a particular mode of transport, such as road or rail. 2. \*\*Integrated\*\*: Combining multiple modes of transport to provide seamless and efficient travel options. ### Intermodal Transport System \* \*\*Definition\*\*: A system that integrates multiple modes of transport, such as air, road, rail, and sea, to provide flexible and efficient travel options. \* \*\*Example\*\*: A passenger can travel from the airport to their destination using a combination of air, rail, and road transport. ### Key Concepts \* \*\*Transport Externalities\*\*: The positive and negative effects of transport activities on the environment and society. \* \*\*Interconnectivity\*\*: The seamless arrangement of transport networks to provide efficient and flexible travel options. \* \*\*Dynamic Review\*\*: Regular review and update of transport policies to reflect changing circumstances and priorities. ### Summary Transport policy and planning aim to provide equitable access to transport services, minimize environmental impact, and support national development goals. Transport policies are long-term, influenced by political, economic, and social factors, and dynamic in nature. Intermodal transport systems and integrated transport policies can provide flexible and efficient travel options, while minimizing transport externalities and promoting sustainable development.

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## Transcript

[00:00] Ensuring equitable access to transport services is also a very good or quite objective. Ensuring equitable access to transport services. [00:16] You, as you are providing for the ego body, like that, ego body, that you can lift your [00:24] legs and arms. [00:26] You must also consider those that are physically challenged or disabled. [00:34] You must ensure equitability and accessibility. [00:39] Those that are physically challenged, those that are people who are wheelchair. [00:45] You also must provide accessibility for them in the manner and way you designed your carriageway [00:53] so that you do not become another bottleneck for them so that they will not have access to transfer services. [01:00] That's why when you notice most of these developed climate environments, you discover that they also create a very friendly environment [01:08] that aid those that are physically challenged or disabled. [01:13] because they know they designed the walkway. [01:17] They claim you can walk, but they also fit another way from there [01:20] so that they can wheel their wheelchair very well. [01:24] They went into the airport. [01:26] There are certain links that you design for those that are physically challenged [01:30] that will lift them up. [01:31] You don't have to pack them and climb and enter the plane. [01:36] They are carried away that they will lift them up, [01:38] because they are automated. [01:39] and we lift them up and take them into the field. [01:43] Geolism. [01:44] So, ensure equitable access for all is one of the objectives of [01:49] having a robust transport policy and planning. [01:57] Another one is minimizing environmental impact of transport activities. [02:04] Minimizing environmental impact of transport ability. [02:08] is a robust, well-tot-of idea. [02:12] Because when you are making use of transport system, [02:16] there's what we call transport externalities. [02:20] Externalities can be positive externalities. [02:22] It can also be negative externalities. [02:24] As you are making use of transport system, [02:26] you are moving from point A to point B. [02:28] That's the positive aspect. [02:31] You are breaking the gap between origin and destination. [02:34] What of the externalities, negative externalities, [02:36] attached to it in the form of noise pollution, air pollution, land pollution, water view. [02:44] When you are creating road metal, you are affecting the dark virgin land, you are affected [02:49] directly or indirectly, wildlife that are staying there. Why do you want to build airports? Why do [02:55] you play in virgin land? Because you need the largest parts of land for that. But what happens [02:59] to the ecosystem within that sphere? You are already distorted it. So these are externalities [03:05] attached to transport development. [03:08] So as you are planning, [03:10] what about people that are already there? [03:12] Do you have to resettle them? [03:14] What about those that have access to land? [03:16] They have affiliation. [03:18] So affiliation to that land, [03:20] that particular land is where they buried their great, great, great, great grandfather. [03:24] And you want to move them away because you want to establish maybe efforts there. [03:28] So what happened to them? [03:29] So these are externalities that you must consider in a robust transport policy. [03:34] So we must consider all these things to ensure that everybody that we're taking care of at the end of the day, [03:41] so that there will be more participation and there will be more accessibility and everybody will enjoy the services at the end of the day. [03:51] So supporting national development goals is also a very good objective. [03:58] Supporting national development goals So now to fight karastis this So we now look at characteristics [04:20] So let's look at the characteristics of transport policies. [04:24] We want to talk about the futures of pastor policy. [04:31] What makes pastor policy dynamic? [04:36] What are the ingredients that make pastor policy unique? [04:41] Attributes. [04:42] Number one. [04:44] This is long term in nature. [04:54] Long term in nature. [04:56] When you say long term? [05:06] So a minimum of 50 years. [05:10] This is a working move to hand. [05:15] It covers a large number of years, probably 50 years. [05:20] I remember when I was young, there was an education for this education policy for the year 2000. [05:32] from 1990 to 2000, they were trying to widen the gap of accessibility to education. [05:39] 10 years, 20 years to now. [05:43] There is one called Vision 2010, Vision 2030, [05:49] a link to the former governor of 1910, [05:54] how come we call Vision 2030 for the United States? [05:58] There is a plan, a document, maybe regarding one dossier in one shelf in the ministry thing. [06:03] Do you understand? [06:05] Likewise, in transfer policy, a design policy moves a state to partly, you will not bring [06:11] over the years, so that it will give you leeway to implement those things and a thought that [06:17] you can. [06:18] 2. [06:19] Influenced by the political, economic and social factors. [06:26] influenced by political economic social factors. [06:46] So successive governments that probably developed this plan, you discover that they have their [07:02] whole political motive behind it. [07:06] For example, our top national president, Chinubu, you know, they call it Renew Hope Agenda. [07:14] That's his plan. That's the political aspect of it. And the political will not implement it. [07:21] We discover that the way they cover the local highway is his political policy. That's what we want to do. [07:28] And he has been doing it. The width and the breadth of the road, we discover that it's thick. [07:35] They have changed it from asphalt roads and down to concrete now by the Minister of Transport, [07:42] Engineer Aume. [07:44] They discovered that the analytic concrete road felt like the upper general one that [07:49] was built in Poghese. [07:52] They discovered that political win also is a major characteristic. [07:56] What was the economy? [07:58] The economy shows the idea of the revenue, the GDP of the country. [08:03] You know how boring you cannot implement transports because they are capital intensive Everyone who can look at Ray Bwari Tenyok they had that plan [08:16] They want to build a red line from Casina to DJ. [08:20] Do you understand? [08:22] Does that make sense? [08:24] It's a red line. [08:26] No, red, red line. [08:28] From Casina to DJ. [08:32] What is so special in Nijie, that desert land? [08:37] You are going to build a red line from the Asina to the Nijie Republic. [08:45] You are not thinking of building a red line from the south-south to the south-west, to the south-east, to the north. [08:54] Or of creating the existing colonial land track. [09:00] They are not thinking about that, they are thinking about the political mindset of some group of people from the casino to Niger. [09:08] Is it cow or ram or boast they want to bring? [09:12] Because I don't know the economic benefit attached to Niger, a dry landlocked country. [09:19] Do you understand? [09:21] Because that country is depending on us. [09:24] When you look at the map of Nigeria, I will still remember. [09:54] You discover that if you are building your own land from here to here, a land-locked country, [10:09] I just

don't understand. [10:11] I hope you know what I mean by a land-locked country. [10:14] A country that doesn't have access to any water body, like sea. [10:18] Do you understand? [10:19] Yes. [10:20] What a sense of now building a rail track from here to here. [10:26] Why not bridge the gap between the demand here and supply here and demand here. [10:32] Improve a rail network connectivity thought instead of a tap. [10:40] Do you understand? [10:41] So if you want to travel, you may not need to go by road from the north to the south. [10:47] Do you understand? [10:48] You understand? Just go by the way. [10:50] Most of the tank camps, [10:52] person-action along the road, [10:54] you can just use a ferry [10:56] or a container, [10:58] mount them on the [11:00] rail track like they do [11:02] in developed cities, developed countries [11:04] and move those fuels, [11:06] those crude oil, along the [11:08] rail track instead of the road [11:10] there are a negative people's life. [11:12] And how would you say, [11:14] more safe? [11:16] more safer if we save the product, save lives and the stress. [11:22] And we can carry bulky goods, unlike one that is the truck that you can have pressure on the road. [11:30] You see some size segments of the road, they are sagging, flapping, because of pressure of air, air big machineries on them consistently. [11:40] That's why they are flapping and sagging. [11:42] Why not take them to the road and connect the road network? [11:47] And this is what will happen. [11:49] So they need the political will to do that, the economic will in the form of finance, [11:55] then the social factor which has to be done with human nature and behaviour, [12:00] and our needs and demands, and our expectations, that this is what we want for our nature. [12:07] So all these things must be considered as old practices or transport planning planning Transport is most specific or integrated Most specific or integrated [12:24] How many minutes do you have now? [12:25] Please let me know. [12:27] Two minutes. [12:29] Two minutes. [12:33] Is it more specific? [12:35] Or, or and? [12:36] Or integrated. [12:38] Or integrated. [12:42] specific or integrated. [12:45] About two minutes more. [12:48] So what I do my best thing is that, [12:52] which mode of transport do you want to focus on? [12:56] Do you understand? [12:58] Yes sir. [13:00] Is it rail? [13:02] Is it land? [13:04] Is it air? [13:06] Is it maritime? [13:08] Or integrated? [13:10] My director is in Abuja. [13:12] There is a synergy across the road network, the transport networks or modes. [13:19] If you are coming from the airport, like Abuja now, if you are coming from the airport, you drop, there is a rail at Abuja International Airport. [13:32] When you get there, you are coming with the domestic rail, because I have taken it many times. [13:39] Even past year, I think I ran through. [13:42] You don't allied. [13:44] There's a train station that will take you to Edo. [13:48] Is it Edo? [13:49] Yes, Edo. [13:50] Edo? [13:51] That will take you to Edo. [13:52] And you can go to the room. [13:53] You see, just that the city's element is different from the one in the south. [13:56] The city's element is you face each other. [13:58] And there's room for you to stand if you will. [14:00] Yeah. [14:01] You need to stand. [14:02] Do you understand? [14:03] We still enjoy it. [14:04] Instead of you, we fail for a taxi that will charge you exorbitantly. [14:08] and since almost three years it has been free by no more things yet. [14:13] It has been free. [14:14] Three years now, it has been free ride from the airport to Edo. [14:18] It's still free. [14:20] It's still free. [14:21] So that's intermodal from air to road. [14:24] So when you get to Edo, you can now take public transport by road. [14:28] That's intermodal transport system. [14:31] Likewise, if you're coming from the sea, what do you do? [14:34] They will decide your goods. [14:35] So if the rail is working, what do they do? [14:38] They load it on the rail and they move it to the interline, to the north. [14:42] If it's not working, they load it on tanker, sorry, on the trucks. [14:47] And they move it out, chip it for you. [14:49] So that's interconnectivity or inter-connectivity. [14:52] There's a seamless arrangement across the transport networks. [14:57] So that one, we always hate the other. [15:00] So they will ensure flexibility and flexibility in transport of people, or treatment of tools and services, or movement of people, or one place to another. [15:10] Then dynamic and subject to peer-to-peer. [15:14] Dynamic and subject to peer-to-peer. [15:27] Review. [15:28] Dynamic and subject to periodic review. [15:34] So what I mean by dynamic is that, something that is dynamic is always changing. [15:40] It's not first time. [15:41] So what is happening is dynamic is subject to periodic review. [15:46] Maybe after five years of this, let us review. [15:49] How far have we gone with implementation? [15:52] Should we still continue or modify it? [15:54] Should we give room for dynamic review, implementation, assessment, execution, and what are you at the end of the day? [16:02] Because my time is up. [16:04] Any questions before I step up, we'll continue for a little bit of next week. [16:08] I think I will be appealing to the next week. [16:11] Yes sir. [16:12] People are inviting you. [16:13] Yes sir. [16:14] I will have time, I will start to say I'm traveling. [16:16] Thank you. [16:17] I will involve a convocation at the same time. [16:21] quarterback.